



**Rules and
Regulations for
the Classification
of Ships, July 2007**

Notice No. 6

Effective Date of Latest
Amendments:

See page 1

Issue date: June 2008

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, *July 2007*

Notice No. 6

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2007*. The amendments are effective on the dates shown:

Part	Chapter	Section	Effective date
1	2	2, 3	1 July 2008
1	3	2, 14	1 July 2008
1	3	5	1 April 2008
3	3	2	Corrigendum
3	4	5	Corrigenda
5	9	2	Corrigendum
6	1	3	Corrigenda
7	15	4	Corrigenda

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Ships, July 2007* are to be read in conjunction with this Notice No. 6. The status of the Rules is now:

Rules for Ships	Effective date:	July 2007
Notice No. 1	Effective dates:	1 August 2007, 1 January 2008 & Corrigenda
Notice No. 2	Effective dates:	1 July 2007, 1 October 2007, 1 January 2008 & July 2008
Notice No. 3	Effective dates:	1 March 2008 & Corrigenda
Notice No. 4	Effective dates:	1 January 2008, 1 July 2008 & Corrigenda
Notice No. 5	Effective dates:	1 March 2008 & Corrigenda
Notice No. 6	Effective dates:	1 April 2008 & 1 July 2008 & Corrigenda

Part 1, Chapter 2

Classification Regulations

Effective date 1 July 2008

■ Section 2

Character of classification and class notations

2.4 Class notations (machinery)

2.4.5 The following class notation is associated with on-shore power supply arrangements and may be assigned as considered appropriate by the Committee, on application from the Owners:

OPS This notation will be assigned when machinery, electrical and control engineering arrangements installed onboard to permit continued operation of services by connection to an external electrical power supply are assessed and found to comply with the relevant requirements of the Rules.

Existing paragraphs 2.4.5 and 2.4.6 are to be renumbered 2.4.6 and 2.4.7.

■ Section 3

Surveys – General

3.5 Existing ships – Periodical Surveys

3.5.29 Where the ship has been assigned an **OPS** notation, the on-shore power supply arrangements are to be examined annually in accordance with the requirements of Ch 3,2.2.25. In addition, a Special Survey is to be carried out at intervals not exceeding five years in accordance with Ch 3,14.2.12.

Part 1, Chapter 3

Periodical Survey Regulations

Effective date 1 July 2008

■ Section 2

Annual Surveys – Hull and machinery requirements

2.2 Annual Surveys

2.2.25 For ships having an **OPS** notation assigned, a General Examination of on-shore power supply arrangements is to be carried out in accordance with Pt 7, Ch 15.

Existing paragraphs 2.2.25 to 2.2.39 are to be renumbered 2.2.26 and 2.2.40.

Effective date 1 April 2008

■ Section 5

Special Survey – General – Hull requirements

5.3 Examination and testing

(Part only shown)

5.3.3 For **oil tankers** (including ore/oil and ore/bulk/oil ships) and **chemical tankers**, the condition of the corrosion prevention system, where provided, is to be examined in cargo tanks and salt-water ballast tanks. Thickness measurements are to be carried out as deemed necessary by the Surveyor. Ballast tanks are to be examined and gauged as necessary at Annual Surveys where:

- (d) The hard protective coating is found to be in less than GOOD condition, as defined in 1.5, and the hard protective coating is not repaired to the satisfaction of the Surveyor, or
- (e) ~~For single hull oil tankers, the tank has a common plane boundary with a cargo tank with any means of heating.~~

Effective date 1 July 2008

■ Section 14 Electrical equipment

14.2 Complete Surveys

14.2.12 For ships having an **OPS** notation assigned, the on-shore power supply arrangements are to be examined and functionally tested whilst connected to an external electrical power supply in accordance with approved test schedules (see Pt 7, Ch 15) during the Complete Surveys of machinery or, where it is not practical to provide the facilities and operations for testing during the required Surveys of other machinery items, within 12 months of the due date of the Complete Surveys of machinery.

Part 3, Chapter 3 Structural Design

CORRIGENDUM

■ Section 2 Rule structural concepts

2.4 Symbols

2.4.1 The symbols used in this Section are defined as follows:

F_D, F_B = local scantling reduction factor as defined in Ch 4, ~~5.6~~ 5.7

k_L, k = higher tensile steel factor, see Ch 2, 1.2

z_D, z_B = vertical distance, in metres, from the hull transverse neutral axis to the moulded deck line at side and to the top of keel respectively

Z_{ht} = vertical extent of higher tensile steel.

Part 3, Chapter 4 Longitudinal Strength

CORRIGENDA

■ Section 5 Hull bending strength

5.1 Symbols

(Part only shown)

5.1.1 The symbols used in this Section are defined as follows:

F_B = local scantling reduction factor for hull members below the neutral axis, see ~~5.6~~ 5.7

F_D = local scantling reduction factor for hull members above the neutral axis, see ~~5.6~~ 5.7

Part 5, Chapter 9
Podded Propulsion Units

CORRIGENDUM

■ Section 2
General requirements

2.6 Ice Class requirements

2.6.1 Where an ice class notation is included in the class of a ship, additional requirements as detailed in ~~Chapter 9 and Pt 3, Ch 9~~ Part 8 are to be complied with as applicable.

Part 6, Chapter 1
Control Engineering Systems

CORRIGENDA

■ Section 3
Control and supervision of
unattended machinery

3.9 Auxiliary engines and auxiliary steam turbines

Table 1.3.8 Auxiliary engines and auxiliary steam turbines: Alarms and safeguards (Part only shown)

Item	Alarm	Note
OIL ENGINES		
Exhaust gas temperature	High	Per cylinder, for For engine power <500 kW/cylinder, common sensors for each inlet to the turbo-charger may be accepted

Part 7, Chapter 15

On-shore Power Supplies

CORRIGENDA

■ *Section 4* **Electrical system**

4.3 Protection

4.3.3 The electrical system, including short-circuit protective device rating, is to be suitable for the highest prospective fault level at the point of installation. The short-circuit current calculations required by Pt 6, Ch 2, 1.2.4 are to identify the system state that would result in the highest prospective fault level. The highest prospective fault level may occur during parallel connection with an external power supply and the resulting combination of:

- (i) (a) ship sources of electrical power, taking into account 4.1.7; and
- (ii) (b) an external electrical power supply having the defined maximum permitted prospective fault level, see 3.1.10.

Details of alternative proposals may be submitted for consideration.

Cross-references

Section numbering in brackets reflects any Section re-numbering necessitated by any of the Notices that update the current version of the Rules for Ships.

Part 1, Chapter 2

3.5.14	Reference to Ch 3,2.2.22 <i>now reads</i> Ch 3,2.2.23.
3.5.14	Reference to Ch 3,2.2.23 <i>now reads</i> Ch 3,2.2.24.
3.5.14	Reference to Ch 3,2.2.27 <i>now reads</i> Ch 3,2.2.28.
3.5.24	Reference to Ch 3,2.2.25 <i>now reads</i> Ch 3,2.2.26.

Part 1, Chapter 3

2.2.28(o)	Reference to 2.2.27 <i>now reads</i> 2.2.28.
6.7.2	Reference to Table 3.6.4 <i>now reads</i> Table 3.6.5. Reference to Table 3.6.8 <i>now reads</i> Table 3.6.9. Reference to Table 3.6.9 <i>now reads</i> Table 3.6.10.
18.1.1	Reference to 2.2.25 <i>now reads</i> 2.2.26.

Part 3, Chapter 10

1.1.3	Reference to 2.5 <i>now reads</i> 2.9. Reference to 2.9 <i>now reads</i> 2.13.
Table 10.2.1	References to 2.2.5 <i>now read</i> 2.6.7. (Two instances).
Table 10.2.5	Reference to 2.2.8 <i>now read</i> 2.6.11.
Table 10.2.6	Reference to 2.9.3 <i>now read</i> 2.13.15.
5.2.11	Reference to 2.9 <i>now reads</i> 2.13.

Part 3, Chapter 14

10.2.1	Reference to Pt 1, Ch 3,2.2.31 <i>now reads</i> Pt 1, Ch 3,2.2.32.
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Part 3, Chapter 15

5.2.1	Reference to Ch 10,2.9 <i>now reads</i> Ch 10,2.13.
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